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SOUTHERN RAILROADS AND WESTERN TRADE, 1840-1850

The two decades immediately preceding our civil war were years of great activity in the promotion and construction of railroads in the United States. No part of our economic development is better known than this; each line of importance in the north has had its historian and only recently the growth of the western roads has been charted with minute care.[1] That the south in this same period was building a vast system of its own is a fact not adequately recognized in history save by a few writers.[2] Yet it is safe to say that the building of railroads occupied the southern thought as much as the northern, and formed, in very fact, the center of southern history for these years. It is the purpose of this article to delineate the purpose, the progress, and the results of this movement from 1840 to 1850.

In the first place, it must be premised that as compared to railroad building north or west, the southern movement was more far-seeing and systematic.[3] In the north and west lines were laid down for local purposes and with little thought of forming a system; not so at the south. Here the promoters kept a goal steadily in view and scarcely a mile of road was constructed within this period whose utility was not carefully precalculated in reference to the common end. The goal of this southern

[1] Frederic L. Paxson, *The Pacific railroads and the disappearance of the frontier in America* (Washington, 1909).

[2] Notably Ulrich B. Phillips, *History of transportation in the eastern cotton belt to 1860* (New York, 1908).

[3] *American railroad journal* (New York), 5: 298.

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railroad building was the commerce of the west. In order to understand the attempt of the south to capture this trade it is necessary to notice the characteristics of the trade itself and the economic condition of the southern cities. A notable feature of the western trade in 1840 was its great value. In 1843 the value of western produce exported was estimated to be more than $80,000,000[4] and was growing rapidly. In the same year the entire commerce of the west was estimated at $220,000,000.[5] In this total, agricultural and mineral products held the chief place. They were gathered from a wide area; lead from Wisconsin and Iowa, tobacco from Kentucky and Missouri, cotton from the southwest, and flour, grain, pork, and other products from over a vast area. Westerners boasted with some truth that their commerce equalled that of all the other parts of the nation. A second characteristic was that this commerce was distinctively a river trade. The west, whether north or south, had no roads nor prospects of roads. The rivers were their highways; they went to market by water. Down the numerous tributary streams from Pennsylvania to Iowa and from Canada to the gulf, the products were run into the Ohio, the Missouri, and the Mississippi, all finally to float on the last mentioned stream. The west in fact, was the Mississippi and its tributaries. In 1843 it required 450 steamboats and 4,000 flatboats to carry the Mississippi trade.[6] A third characteristic of the western trade in the forties was the fact that it centered mainly in one port, New Orleans. All the heavy commerce of the Mississippi came down to this city, and either found a market here or an outlet. Most of it went out over the gulf to foreign lands. Twice as much of the trade of the west in 1843 went from the country via New Orleans as by other routes.[7] The effect of this was to make New Orleans incontestably the leading city of the south. It was doubling in population every ten years and was now a city of over 100,000 souls. Positing its hopes on its experience it was in 1840 already looking forward to metropolitan glories.

But as New Orleans prospered, the other cities of the south

[4] *Cist's Weekly Advertiser*, January 4, 1848.

[5] *DeBow's review*, 1: 160; *Executive documents of the house of representatives*, 27 congress, 3 session, nos. 126, 170.

[6] *Ibid.*, no. 126.

[7] *Cist's Weekly Advertiser*, January 4, 1848.

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stagnated or declined. Time was when Charleston had been the social and industrial center of the south, but its glory had long since departed with the passing of the center of cotton cultivation to the new lands of Georgia, Alabama, and Mississippi. Charleston was not ignorant of the cause of the decline,[8] and set herself to the task of reviving her commerce by diverting western trade from New Orleans to herself. Nor was Savannah in a better economic position than Charleston. Her commerce depended on the cotton brought down the Savannah river, and that was becoming relatively less year by year. Mobile, too, had not grown much beyond the proportions of a village and her commerce was limited to the products of the Alabama river valley. In the border states Richmond felt herself more prosperous than the cities named, but she, too, was beginning to cast covetous glances at the western trade. To all these cities the fact was patent, the tariff had destroyed their import trade, and land exhaustion had cut off their local products for exportation. Both imports and exports might be restored could they bring the western products through their ports for exportation. And this could be done only by building railroads to the west.

The west, indeed, was not altogether content that her trade should depend on the Mississippi. There were many disadvantages. Most of the western produce reached New Orleans after the first of June and was appreciably injured by the heat and dampness of the steamboat hold.[9] Tobacco sweated, grain swelled and softened, and pork was generally damaged. There were no warehouses on the wharf and the goods had to be either exposed to the weather while awaiting re-shipment or carted away at great cost to the city warehouses. The river itself was full of snags and greatly obstructed by rapids in its upper courses. All in all, it was clear that the trade of the northwest came to New Orleans only because there was no other place to go. Southern men said with reason that the trade might be diverted if an effort were made.

The prospect of reviving their commercial prosperity by capturing the western trade had received consideration by Charleston and Savannah long before 1840. As far back as 1835, Hayne

[8] *Charleston Courier*, October 27, 1843, Washington correspondence.

[9] *American railroad journal*, 21: 260.

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and Calhoun had projected the Charleston and Cincinnati railroad to run from Charleston through western North Carolina, eastern Tennessee, and Kentucky to the last mentioned city.[10] It was hoped by this road to bind the west to the south Atlantic. But there were dissensions over the route, and the limited means of the south were not sufficient for an undertaking so great. The failure of the project discouraged the entire railroad movement at the south for many years.[11] In the hard years after the panic of 1837, it came to a full stop. Charleston indeed went on and built west to Hamburg on the Savannah and north to Columbia, but little benefit resulted. Georgia, under the same impulse as South Carolina, began to build west from Augusta and Savannah. Alabama and Mississippi had begun to build east toward the Georgia lines. But the different parts remained for the most part disconnected, though well planned, and in 1840 the profit the south had received from her labor was not comparable to her expense.

After 1840 the center of the railroad movement was in Georgia. Charleston had reached the state borders and could go no farther. Georgia in the next five years built steadily on her four roads and projected one new one — the Flint and Ocmulgee. By May, 1841, the Georgia railroad from Augusta had reached Madison, one hundred and four miles away.[12] In the first days of 1845 it reached Covington,[13] twenty-five miles beyond, and in September came to its terminal at Atlanta.[14] It was 171 miles long and as it connected with the Charleston and Hamburg railroad at Augusta, it gave a total of 307 miles of road from Charleston toward her western goal. But the mileage was being steadily extended by the Western and Atlantic. This road, — a state-owned one, — began where the Georgia railroad ended and built toward the Tennessee. The work was slow but by the end of 1845 it was open for eighty miles to Oothcalooga.[15] This gave a total of 387 miles of western railway to

[10] Theodore D. Jervey, *Robert Y. Hayne and his times* (New York, 1909); Phillips, *History of transportation in the eastern cotton belt to 1860.*

[11] Letter of "Nashville," *Charleston Courier*, August 1, 1845.

[12] *American railroad journal*, 12: 335.

[13] *Ibid.*, 18: 37.

[14] *Charleston Courier*, September 30, 1845.

[15] See table below.

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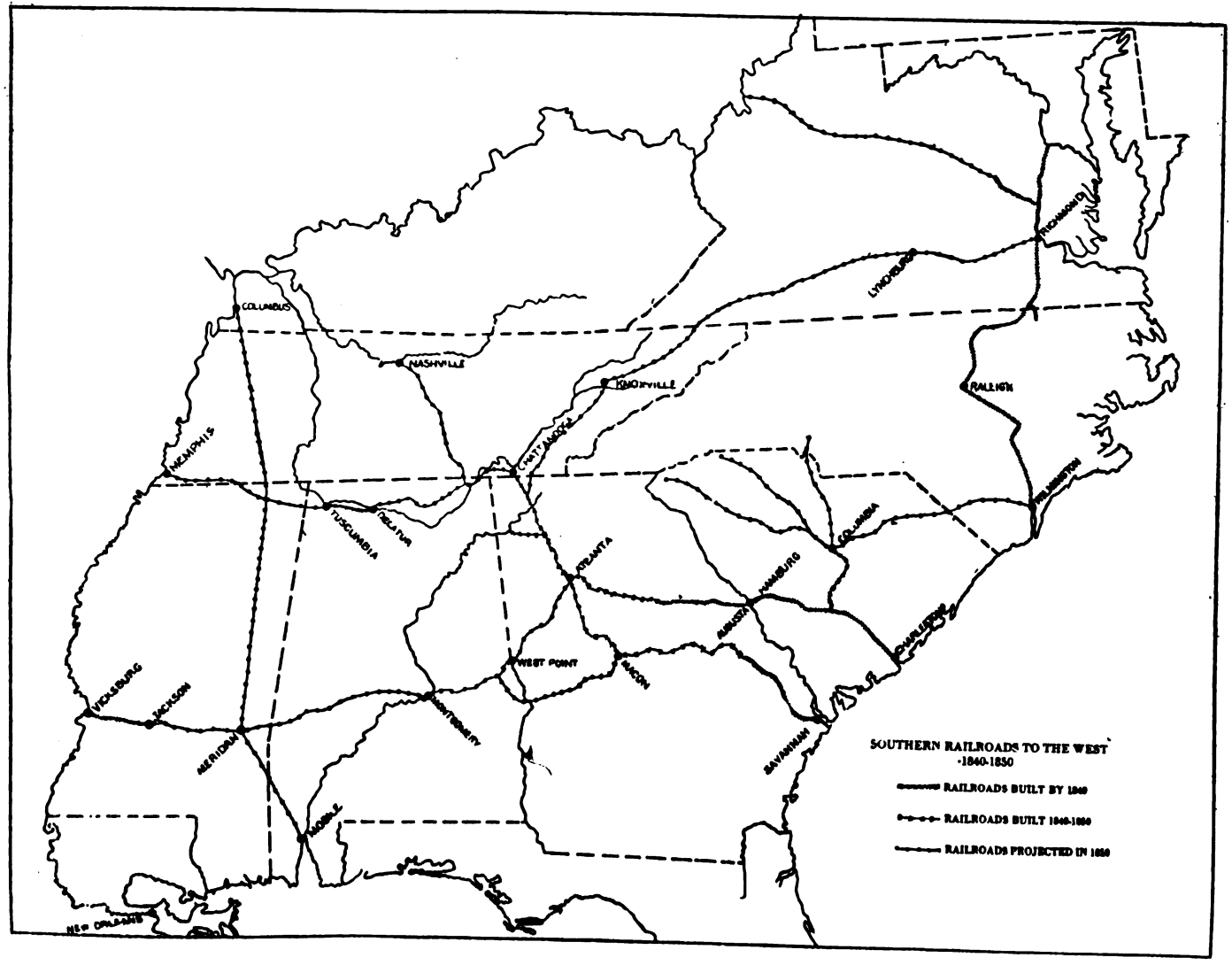

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Charleston. The hope of the south Atlantic cities in urging a railroad into Chattanooga was that the western produce might be brought by steamboat up the Tennessee to Tuscumbia then over the railroad forty-four miles to Decatur. From this point, the shoals being passed, it could be sent by steamboat to Chattanooga, there to be loaded on the cars for Charleston or Savannah. Thus did they plan at first for their western connection. Meanwhile Savannah built steadily westward into the interior, reaching Macon in the summer of 1844.[16] Here the Monroe road began, aiming to connect with the Western and Atlantic at Atlanta. By 1843 it had reached Griffin, sixty-one miles away.[17] It became involved in financial difficulties and did not reach Atlanta till 1846, though its whole course was graded.

It will thus be seen that in the first half of the second decade 1840-1850, Georgia, taking up the railroad movement where South Carolina had laid it down, had built from Savannah and Augusta a system of railways practically to its northwest borders. But it soon became evident to southern enterprise that if the trade of New Orleans was to be diverted, the railroads must go farther west than Chattanooga; that no considerable steamboat trade would come to that city from the west. The agitation for a railroad overland to the Mississippi itself followed. The most promising route seemed that leading from Atlanta to Memphis. From Memphis to LaGrange the road was already graded for forty miles and in the central region the Tuscumbia and Decatur had already built forty-four miles. This was one route that recommended itself to the southern promoters. Let there once be a railroad between Memphis and Charleston and low freight rates would bring the produce to Charleston more cheaply and quickly than it could reach New Orleans. Western exports to Europe would prefer Charleston because it was nearer to Liverpool, and the reefs of Florida could be avoided by starting from that point.[18]

Another route was that from Atlanta or Macon to Vicksburg via West Point, Montgomery, and Jackson. There were forty-five miles of this road built by 1846 from Vicksburg to Jack-

[16] *American railroad journal*, 17: 267.

[17] *Ibid.*, 15: 238.

[18] Letter of "Southron" in *Charleston Courier*, October 17, 1845.

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son, there were thirteen miles graded from Jackson to Brandon, and in Alabama, Montgomery had built forty-seven miles on the way to West Point. In the winter of 1845 the legislatures of Alabama, Mississippi, and Georgia chartered two roads to bind these links into a chain — the Southwestern to run from the Georgia lines to West Point, and the Southern to run from West Point to Vicksburg.[19] Vicksburg claimed that Memphis was too high up the river to divert the New Orleans trade to any extent; much of it reached the Mississippi through tributaries below Memphis.

Somewhat later a third route was agitated. This was the Chattanooga-Nashville line. The distance is short, said its advocates, from Chattanooga to Nashville and the latter city is in a much better position for diverting western trade than is Memphis or Vicksburg.[20] Both, they considered, were too far down the river. Western products once so near New Orleans could not be diverted, but if a railroad should be built to Nashville, the entire northwest trade would come up the Cumberland and the railroads would carry it on to the Atlantic. Such a railroad could be built without leaving the state; by other routes three states must be crossed. The Nashville and Chattanooga railroad was organized in the last days of 1845.[21]

In the spring of 1845 Memphis sent out a call to the cities of the south and west for a southwestern convention to be held at that place on July 4. Among the topics to be taken up in this convention, said the call, was the southern railroad connection with the west. The newspapers of Savannah and Charleston began at once to urge the sending of delegates and it was not long before both cities had chosen their men. From Charleston went the leaders of the railroad movement, with the indefatigable James Gadsen at their head. Among them also was De Bow, soon to remove to New Orleans; but never to change his allegiance. The governor of North Carolina appointed Calhoun a delegate at large — a man who, whatever his "Abstractions" was a very practical friend of southern railroads. The south Atlantic men went into the convention with the avowed object of controlling it in the interest of their westward movement. Gad-

[19] *American railroad journal*, 19: 125.
[20] *Charleston Courier*, January 13, 1846.
[21] *Ibid.*, March 29, 1848.

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sen wrote to Calhoun urging him to go and use his influence in favor of southern roads.[22] The hopes of 1836 were about to be realized; the Memphis convention would cut off the valley from the north and unite it to the south. In much the same strain Elmore wrote urging that a railroad from Memphis to Charleston would bind the south in indissoluble union with the west.[23] All the while the railroad agitation blazed in the Atlantic cities. If the railroads were built the prosperity of the west would bring prosperity to the south, said "Southron." "If grass is to be tramped down in the streets of Charleston and Savannah, from what other quarter is the hope?"[24]

Calhoun did not disappoint the hopes of his friends. He was chosen president of the convention, declared unreservedly for the railroad movement in his opening speech, and promptly placed Gadsen at the head of the committee on railroads. This committee brought in a report embracing five resolutions. The first urged the building of a railroad from the Atlantic to the Pacific and recommended it to the south as an advantageous investment for their capital; the second urged the convention to appoint committees to seek aid and charters from the states through which the railway was to pass, the third recommended that shares should be kept down to twenty-five dollars each and that committees should be sent to every town to raise subscriptions; a fourth was that congress should be petitioned for right of way and alternate sections of land, and the last was that congress should authorize the treasurer to remit the duty on iron when the price went over sixty dollars.[25] This report was referred to a general committee and among the twenty resolutions with which the convention summarized its work was one favoring the extension of southern roads to the Mississippi. It was understood that there were to be four roads, terminating at Nashville, Memphis, Vicksburg, and New Orleans. A memorial was sent to congress and Calhoun presented it in a masterly speech.[26]

[22] American historical association, *Annual report*, 1899 (Washington, 1900), 2: 1061.

[23] *Ibid.*, 2: 1062.

[24] *Charleston Courier*, October 10, 1845.

[25] Journal of the southwestern convention at Memphis.

[26] *Works of John C. Calhoun* (Crallé edition — New York, 1851-1856), 5: 293-311.

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The Memphis convention served to arouse anew the flagging enthusiasm of the south for railroads. There had foregathered there representatives from every southern state and reporters from every southern paper of any importance. Once these men were returned to their homes the press began to issue broadsides for the cause. Under the prodding of its business men and the urging of its editors, the south took up the work anew. Its energies were directed mostly toward making connections between the Georgia roads and the three termini, Memphis, Vicksburg, and Nashville. The Western and Atlantic built steadily northward from Atlanta, reached Dalton in July, 1847, and on December 1, 1849, ran its first train into Chattanooga.[27] Diverging from the main line at Kingston, a branch line, organized in September, 1846, started west for the Memphis terminal. Called by different names it was finally absorbed by the Western and Atlantic, and only reached Rome, a distance of seventeen miles. In northern Alabama the Coosa and Tennessee hesitated between Rome and Chattanooga and finally did nothing. In 1849 there was organized at Huntsville[28] the Tennessee, Mississippi, and Alabama which purposed to gather up the fragments between Memphis and Chattanooga (or Rome) into one line,—the Memphis and LaGrange (graded), the Tuscumbia and Decatur, and the Coosa and Tennessee. The decade came to an end before anything was done and so the Memphis route did not materialize in the forties. The connection was later made over this route, however, from Memphis to Chattanooga.

Vicksburg fared little better. The Southern road during the forties did not succeed in uniting the links of its chain. It ran continuously from Vicksburg to Brandon, a distance of fifty-eight miles, but left a long stretch from Brandon to Montgomery. The Montgomery and West Point was finished to Opelika,—sixty-seven miles,—by 1849; it reached its terminal but the connection with Atlanta and Macon remained unmade, though work was being done. The third terminal, Nashville, was not reached until 1854, nor was any work of any importance, except a survey, accomplished in the forties.

Meanwhile the year 1847 saw the beginning of a different at-

[27] *Charleston Courier*, December 8, 1849.
[28] *American railroad journal*, 21: 819.

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tempt to divert western trade to the south. This time the promoter was Mobile. Alarmed by the decline of her trade and remembering the counseling of the Memphis convention, Mobile, in 1847, organized the Mobile and Ohio railroad from Mobile to Columbus in Kentucky.[29] It would be useless, said the Mobile promoters, to attempt to tap the New Orleans trade as far down the river as Memphis or Vicksburg. If the western trade was to be secured, the south must build her railroads into the northwest, to the place where the common carriers, the Ohio and the Mississippi joined. Little was done for this road during the forties, except a survey; its later history is well known.

Finally, the desire for western commerce began to show itself in Virginia. In February, 1846, the legislature incorporated the Richmond and Ohio railroad[30]—the ancestor of the Chesapeake and Ohio. This road was to terminate at some point on the Ohio near the mouth of the Kanawha. Its advantages were evident, said its advocates; it goes directly toward the centers of western trade,—St. Louis and Cincinnati,—and taps the Ohio at exactly the right place to divert both ascending and descending trade. It would be the shortest and cheapest line to New York from the west. A more southerly route would be out of the course of travel and a more northerly one would be obstructed in winter. The Atlantic cities would not trade over the northwest routes; the lakes would be frozen in winter. As for New Orleans, two facts made it clear how such a line would take her trade: one-half her produce came from Cincinnati and over fifty per cent of her trade was in winter. The undertaking, however, was too great for its promoters and no work was done in the forties.

There remains to be noticed an offshoot of the western movement. As it became clear that the Atlanta-Chattanooga-Nashville connection was assured, agitation was renewed for a railroad through east Tennessee. There had once been a Hiawassee railroad company organized to build from Knoxville to the Georgia line; but it became insolvent in 1845 after having graded some sixty-six miles. Now, in 1848, it was revived under the name of East Tennessee and Georgia.[31] In the spring of 1849

[29] *Merchants' magazine and commercial review*, 19: 579.

[30] *Ibid.*, 15: 275; *American railroad journal*, 20: 391.

[31] *Knoxville Register*, August 29, 1847, quoted in the *Charleston Courier*, October 4, 1847.

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Virginia incorporated the Virginia and Tennessee railroad to meet it at Knoxville; the building of these roads was taken up in the fifties. South Carolina, thinking it desirable to tap the west by as many routes as possible, incorporated in 1847 her Columbia and Greenville company; she hoped sometime to extend its lines westward to Knoxville. One advantage of this line, said one of its Charleston promoters, would be that it would bring to Charleston the hog trade of Tennessee and Kentucky which had formerly gone to New Orleans.[32] The road was graded by 1850 and finished by the end of the decade.

It becomes clear, then, that the incentive for railroad building in the south from 1840 to 1850 was the desire for western trade. In prosecution of this ambition the south was tremendously in earnest and invested its money freely. Where did the south get its money for railroad building? Out of its own pockets. The Monroe railroad was built with northern capital and the bonds of the Nashville and Chattanooga were largely taken up by eastern capitalists; with these two exceptions the south paid for its own railroads. But if the dictum is true that the south had little surplus though much wealth, the question remains: How did it finance its roads? The south built its roads with a minimum of cash. Shares were exchanged for labor and the planters became shareholders by hiring their slaves to the railroad company at a fixed rate.[33] During most of this period the price of cotton fell steadily and the planters found it more profitable to hire out their slaves than to use them in cotton raising. It was not uncommon for the planters to grade the railroad through their several plantations, each with his own slaves. It is hardly too much to say that the low price of cotton was responsible for southern railroads. Again, cities contributed liberally; Charleston and Savannah were heavily involved in many out-of-state schemes. Finally, most of the railroads had banking privileges.

A close study of the railroad movement in the south would compel a revision of the popular estimate of the ante-bellum southerners. They were not idealists, visionaries or men of abstractions, but men who, like other Americans of the time, were more concerned about business than all things beside. The rail-

[32] *Charleston Courier*, October 29, 1845.

[33] *American railroad journal*, 4: 27; *Niles' Weekly Register*, 66: 389.

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road subscriptions were widely taken up by the southern planters and the agitation reached all classes. There was a little group of men, however, who stood out as indefatigable promoters. Most of these were from Charleston and General James Gadsen was their chief. Holding high office with the South Carolina roads he was instrumental in promoting nearly every road in the south during this period. He was an early and persistent boomer of the Nashville and Chattanooga. He helped organize the Greenville road and reorganize the Hiawassee. He attended the numerous railroad conventions over the south. He was the orator of the day when Chattanooga celebrated the coming of the Western and Atlantic. A history of his life would very nearly be a history of southern railroads in ante-bellum days.

Since the south did not complete its western connections during this period, it would seem that it is no part of this study to consider the results. But even by 1850 certain facts were evident. The south was fighting a losing battle. The victory, however, was to go, not to New Orleans, but to New York. While the south had been vainly trying to reach the west, the north succeeded in doing so and in diverting its trade. The northern railroads had been building steadily westward and their progress had caused anxiety to the southern merchants. The Memphis convention had taken note of their growth in recommending southern railroads.[84] In the *Charleston Courier* "Southron" warned the south that delay in face of such an enemy would be fatal.[85] The same paper in 1849 urged another convention to counteract northern designs on western trade. The year 1850 saw the effect of the canal-railroad system on the trade of the northwest; "the Ohio trade," laments a southerner in a northern periodical, "is already gone, Indiana has forgotten us and Illinois holds but slight intercourse. Trade has been diverted from its natural channel. The East by internal improvements has overcome the natural advantages of the South."[86]

The south, it must be said, understood but imperfectly the

[84] Journal of the southwestern convention, report of the committee on southern railroads.

[85] *Charleston Courier*, October 10, 1845.

[86] *American railroad journal*, 23:187.

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weapon it was attempting to use. Southern promoters thought that the railroads would continue to be auxiliaries to the rivers. Hence they thought that in order to tap the western trade it was only necessary to reach the rivers down which the trade came. They built to Vicksburg, to Memphis and Nashville in order to get the trade of Iowa, Wisconsin and Illinois. The northern roads in the meantime built into the heart of the trading section itself.

Even had the south Atlantic cities had no rival from the north it is doubtful if they could have taken the New Orleans trade. Freight rates were high and what was worse, transhipments were numerous. The different railroads were of different gauges and cars could not run over roads other than their own.[37] At the Savannah river the Charleston road ended at Hamburg on the east bank and the Georgia road began at Augusta on the west. No railroad was built over the bridge between the two cities and goods for Charleston or the west had to cross the bridge at an enormous expense, — greater than the freight from Charleston to Hamburg.[38] There were many inclined planes, the tracks were single, the roads at first poorly constructed, the rolling stock inferior and the speed one-half that of northern roads.

More disastrous than the economic failure was the political failure that resulted. The west had been southern in interest, sentiment, and sympathies as long as it looked to New Orleans for an outlet; when its trade went to New York, its interests and sympathies soon followed. A civil war in 1840 might have arrayed the west and south against the north. The south realized her economic failure but only imperfectly comprehended the political aftermath. Her citizens had made a conscious and splendid effort to retain the middle west in the forties; failing, in the next decade they turned their efforts to the far west — efforts whose chances of success the secession movement tragically defeated.

[37] *American railroad journal*, 5: 298.
[38] *Charleston Courier*, November 18, 1847.

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The following table will indicate the railroad condition of the south in 1840. Railroads completed and in progress in the south January 1, 1840. (Half-miles are omitted.)

Name	From Whence to Where	Year Opened	Miles Open	No. of Locomotives	Miles Long	Miles Being Graded	Capital Expended	Needed for Completion
Richmond, Fredericksburg & Potomac	Richmond to Fredericksburg	1837	61	12	75		$1,200,000	$ 250,000
Richmond & Petersburg	Richmond to Petersburg	1838	22	5	22		700,000	
Louisa	R. F. & P. to Gordonsville	1838	35		49	14	415,000	
Richmond & Coal Mines	Richmond to Coal Mines		12		12		100,000	
Chesterfield	Manchester to Coal Mines	1831	13		13		200,000	
Petersburg & Roanoke	Petersburg to Blakely	1833	60	12	60		766,000	
City Point	Petersburg to City Point	1838	9	1	9		210,000	
Greensville & Roanoke	Petersburg to Gaston	1838	17		17		260,000	
Portsmouth & Roanoke	Portsmouth to Weldon	1837	78	7	78		850,000	
Winchester & Potomac	Winchester to Harper's Ferry	1836	32	55	32		500,000	
Experimental	Raleigh to Stone Quarries	1833	1		1		3,600	
Raleigh & Gaston	Raleigh to Gaston	1840	84		84		1,360,000	
Wilmington & Raleigh	Wilmington to Weldon	1840	161	11	161		1,800,000	
Charleston & Hamburg	Charleston to Hamburg	1833	136	27	136		2,400,000	
Louisville, Cincinnati & Charleston	Branchville to Columbia				66	50	800,000	800,000
Georgia	Augusta to Madison and branches	1839	87	10	211	70	2,178,000	1,000,000
Central	Savannah to Macon	1840	100	4	193	30	1,280,000	1,020,000
Monroe	Macon to W. & A.	1839	24	3	96	20	600,000	900,000
Western & Atlantic	Decatur to Ross' Landing				140	100	1,400,000	1,400,000
Tallahassee	Tallahassee to St. Mark's & Port Leon	1837	22	2	24	2	200,000	
St. Joseph & Lake Wimico	St. Joseph to Bayou Columbus	1836	8	2	8		120,000	

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Name	From Whence to Where	Year Opened	Miles Open	No. of Locomotives	Miles Long	Miles Being Graded	Capital Expended	Needed for Completion
St. Joseph & Iola	St. Joseph to Iola	1839	28	1	28		500,000	
Alabama, Florida & Georgia	....			2	150	15	600,000	2,400,000
Montgomery & West Point	Montgomery to West Point				85	65	200,000	700,000
Wetumpka & Coosa	Wetumpka to Ft. Williams				56	35	50,000	566,000
Selma & Tennessee	Selma to Gunter's Landing				170	27	80,000	1,570,000
Cahawba & Marion	Cahawba to Marion				27	27	50,000	
Linden & Demopolis	Linden to Demopolis				22	10	25,000	
Mobile & Cedar Point	Mobile to Cedar Point	1837	5	1	26	4	117,000	183,000
Tuscumbia, Courtland & Decatur	Decatur to Tuscumbia		46	2	46			
Pontchartrain	New Orleans to Lake Pontchartrain	1831	44	4	4		356,000	
New Orleans & Nashville	New Orleans to Miss. state line	1839	22	3	88		970,000	800,000
Bath	New Orleans and Nashville to Lake	1837	1		6	2	50,000	
Carrollton	New Orleans to Carollton	1837	7	5	7		500,000	
New Orleans Street	In New Orleans		1		1			
Lake Borgne	New Orleans to Lake Borgne	1838	5	1	25			
Alexander & Cheneville	Alexander to Cheneville	1839	6	2	30	10		
Baton Rouge & Clinton	Baton Rouge to Clinton				30		16,000	
Clinton & Port Hudson	Port Hudson to Clinton & Jackson	1839	14	3	28	14	400,000	100,000
West Feliciana	Bayou Sara to Woodville			2	28	20		
Mississippi	Natchez to Canton	1839	25	4	140	15	1,550,000	1,950,000
Vicksburg & Jackson	Vicksburg to Jackson	1839	25	4	45	20	1,600,000	160,000
Jackson & Brandon	Jackson to Brandon				12	12	30,000	
Raymond	Vicksburg & Jackson to Raymond				6	6	30,000	20,000
Grand Gulf & Port Gibson	Grand Gulf to Port Gibson				7	7		

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Hiwassee	Knoxville to Georgia state line				97	70			
La Grange & Memphis	LaGrange to Memphis				50	40	} 200,000		
Somerville Branch	LaGrange & Memphis to Somerville				13	10			
Lexington & Ohio	Lexington to Portland	1835	30	2	94	27	935,000	1,250,000	
Portage	Bowling Green to Green River	1837	1		1		12,000		

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